

Thank you, Mr. Chairman.

Land prices are skyrocketing all over the country. Most people think about this in terms of real estate prices in metropolitan areas like New York City, San Francisco, and here in Washington, DC, but what people forget is this means land values are going up for Americans everywhere.

Over the past decade, the appreciation of land values has changed the dynamics of farms across the country – including in my state of Missouri, which has the second most farms out of any state in the country. The USDA reports that from 2008 to 2018, the value of farm real estate has appreciated \$1,370 per acre, almost a 50 percent jump over ten years.

As land values continue to increase, our tax code is not keeping up with the times. The heartland of our country is at a serious disadvantage as increased land values cause more farms and ranches to be subjected to the Death Tax. We're not talking about trust funds or people with more wealth than they know what to do with, we are talking about real people with farms who are trying to make an honest living. Instead, with the cost per acre increasing, smaller farms are now going to be hit by this terrible policy.

This is why I have introduced H.R. 218, the *Death Tax Repeal Act*. This bipartisan piece of legislation would repeal the estate tax, giving assurances to families and protecting all family-owned businesses. This would allow farmers, ranchers, and small business owners to expand their operations, invest in their employees, and upgrade their infrastructures and technologies, instead of worrying about their loved ones being hit with a hefty estate tax.

I'm concerned about the rumors I have heard about the Majority considering prematurely lowering the estate tax exemption levels to where they were before the *Tax Cuts and Jobs Act*. This will hurt farmers and family businesses in my district and all over the country.

According to the USDA the average size of a cotton farm is 1,312 acres. When the cost of an acre of land can be as much as \$10,000, the cropland alone would have a price tag of \$13 million. This means the average cotton farm is subject to the Death Tax, even under the new exemption level of \$11.4 million. Imagine how many family farms would be captured if we reverted back to the \$5.5 million exemption threshold before tax reform.

Death should not be a taxable event, and this legislation will ensure that all family-owned farms, ranches, and businesses are not double or triple taxed when a loved one dies.

The second topic I would like to address is the Electric Vehicle Tax Credit. This wasteful tax subsidy largely benefits the elite, costs taxpayers billions of dollars, and leaves a gap in funding for the Highway Trust Fund. My legislation, the *Fairness for Every Driver Act*, would correct this.

Taxpayers have spent nearly \$5 billion to subsidize high-end vehicles, with nearly 80 percent of credits claimed by people making \$100,000 or more, and more than half of that going to those making over \$200,000. When the median household income of a family of four in my district is \$40,000, it is clear that this tax credit is not benefiting working class America. I don't think the people of Missouri's 8th should be on the hook for California's expensive electric vehicles.

Americans overwhelmingly agree that they shouldn't be footing the bill for other people's vehicle purchase, especially when those vehicles are for some of the wealthiest! A recent survey by the American Energy Alliance found that there is almost no willingness among taxpayers to pay for other people to purchase electric vehicles. In fact, when people were asked how much they would be willing to pay to support electric vehicles for other people, the most popular answer in every state polled – with nearly two thirds of respondents agreeing – was “nothing.”

Frankly, the electric vehicle tax credit benefits the few at the expense of the many, and an expansion of this credit would make taxpayers responsible for billions more in aid to the wealthy. It is time for the American people to stop financing an established industry. The Manhattan Institute estimates that ending this subsidy will save roughly \$20 billion in the next decade.

The *Fairness for Every Driver Act* will save billions in taxpayer funds by ending the Electric Vehicle Tax Credit and strengthen the Highway Trust Fund by ensuring every driver contributes to improving the road and bridges we all use.

Lastly, I'd like to congratulate President Trump on taking the critical next step towards getting USMCA signed into law. As I've said to this Committee before; President Trump has met every requirement Democrats placed on him. I urge my Democrat colleagues to stop playing politics and let USMCA move forward for a vote.

I yield back.